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VOL. 9 NO. 8
JULY 1979
ISSUE NO. 190

# RAIL TRAVEL NEWS

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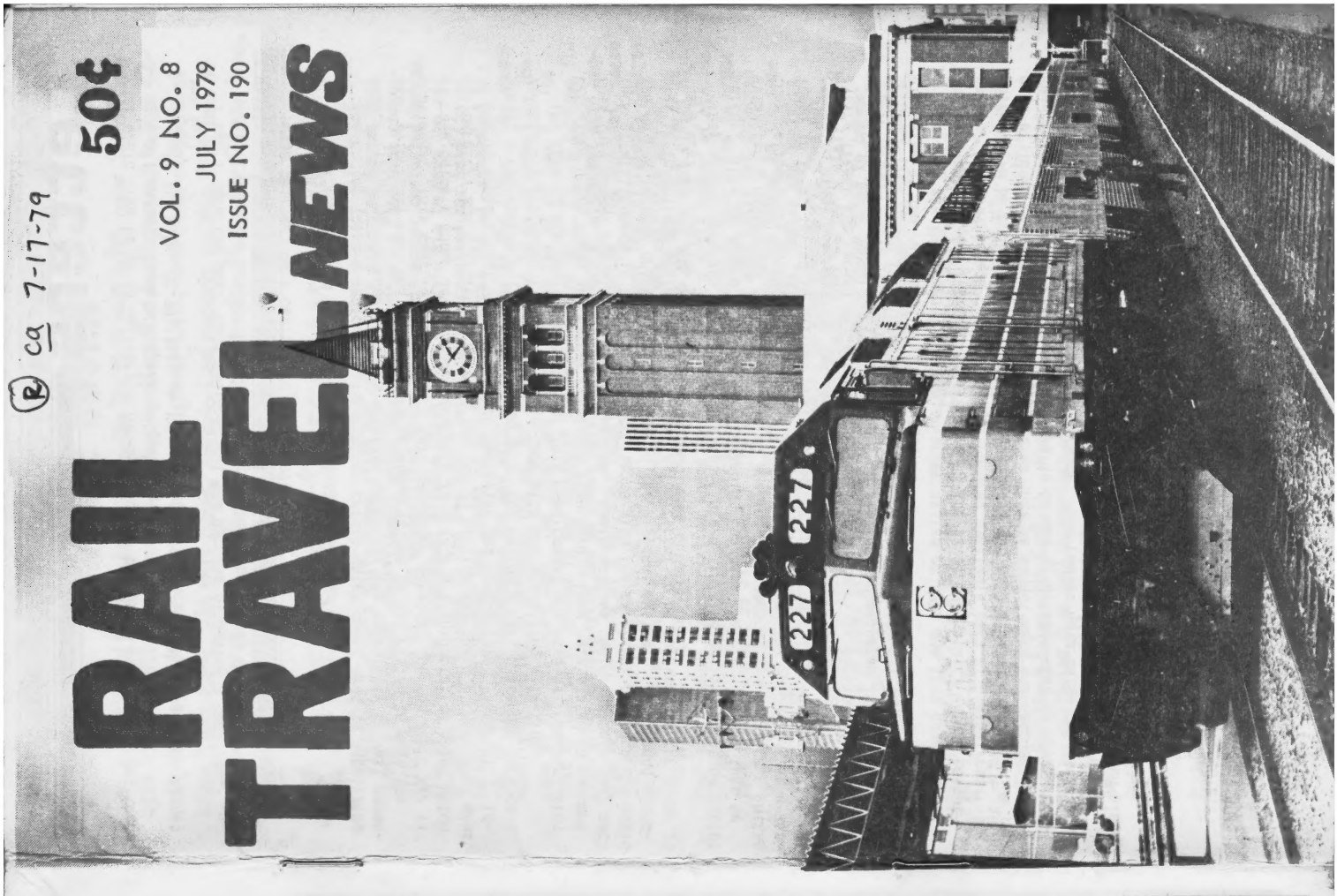


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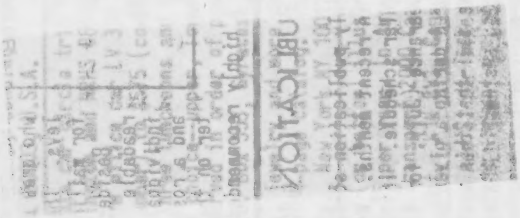

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**FIRST CLASS**

# Letters

I would like to go to California for my vacation but don't know how to get there.

I can't drive. There's not enough gasoline.

I can't fly. The DC-10s that go there are all on the ground. The other planes are full.

I can't take the bus. That would defeat the purpose of having a vacation.

I can't take the train. For the season, Amtrak's sold out. After that, certain people you and I both know have sold it out for good west of the Potomac.

Please tell me how I can get to California.

Bob Clark, Jr.
Houston, Texas

The nation faces a serious transportation crisis which could lead to paralyzing immobility. The one mode of transportation which has the capability of vast expansion with least cost and greatest energy conservation is not rising to meet the challenge. This mode is the nation's rail passenger service. During World War II it rose quickly under determined leadership to create a transportation giant which deliberately and efficiently transported the 11 million men the U.S. had under arms.

Now it appears that we have no such dedicated and hard driving leadership. Instead, a regressive officialdom in charge of the nation's rail passenger service voluntarily professes its inability to cope with the prevailing situation.

The keys to the door leading out of this predicament are held by Transportation Secretary Brock Adams and Amtrak President Alan Boyd. They have stated in concert that they cannot operate an expanded system. Their actions would indicate that such lack of willingness is no more than compliance with the ambitions of those who would see Amtrak service gradually terminated in the national system. The alleged economies their actions would create are too insignificant to be relevant to the issue so there must be ulterior motives.

They accuse Congress of failing to establish a definitive national transportation policy. This is absurd. In the very beginning Congress clearly directed them to establish a nationwide service capable of meeting the needs of the populace. Instead they deliberately avoided the issue, mismanaged, squandered the funds that were assigned to them, failed to utilize their resources in a productive manner and then proceeded to blame Congress for the morass they had created. To listen to Amtrak, the entire fiasco was caused by Congress's refusal to appropriate billions and billions of dollars which would doubtlessly have been similarly dissipated in an imprudent manner or channeled into inequitable development in the Northeast Corridor to the exclusion of the remainder of the system.

Now they say they cannot operate a larger system or even one they have because the cars are not available. This is more of the same, and results from a patent refusal to renovate and convert several hundred available cars at nominal cost which could be processed by five different shops who have submitted bids at the rate of 10 to 12 per week. Mr. Boyd states that he cannot make the necessary expenditure for this because the routes are to be cut in October--but he openly concurs with Adams that the cuts should be made. The routes have to be cut because the cars cannot be upgraded, and the cars cannot be upgraded because the routes have to be cut--a real chicken and egg situation that must have required much planning to conceive.

(continued on page 23)

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# ON THE COVER

**Amtrak's MOUNT RAINIER awaits its first run with new Superliner cars from Seattle on June 13. Dominating the background is the 42-story L.C. Smith Tower, once the highest U.S. building outside of New York City. In this issue, Glenn Lee reports on the first use of the new bi-level cars in the Pacific Northwest. Photo by Glenn Lee.**

## WHITE HOUSE CENSORS AMTRAK ADS

President Carter's White House staff has successfully prevented Amtrak from running a newspaper advertisement which stated that Amtrak is "the most energy-efficient way to go." An unidentified White House staff member contacted Amtrak Vice President for Government Affairs Clark Tyler and told him to drop the ad after it appeared once in the New York Times. Amtrak complied and told its ad agency, Needham, Harper and Steers of New York, to cancel the ad, scheduled to run in 170 other newspapers the day after the appearance in the Times. The agency hastily attempted to withdraw the ad, but it was too late to do so except in the case of the Baltimore Sun. The other 169 papers printed the ad on June 8. The text of the ad is quoted in our Quotes of the Week section on p. 21. A cartoon illustration accompanying the ad shows passengers and an Amtrak attendant with luggage waiting in front of a building labelled "Amtrak station." The apparent reason for the demand to cut the ad was that the statements about fuel efficiency contradict those made recently by DOT Secretary Brock Adams, who said that Amtrak "wastes fuel." (Most studies show that passenger trains are the most efficient fuel users among transportation modes for people, altho a small number of studies, primarily those commissioned by anti-passenger train groups, have tried to argue that trains are not so efficient.) The White House has apparently not objected to another ad which states that "A lot of you are discovering Amtrak is the comfortable, low-cost, energy-efficient way to visit friends, family and business associates." That ad, apparently still running in many newspapers, does not emphasize the fuel-efficiency theme so much as the ad that Carter's staff found offensive. RTN knows of no instance in which the White House tried to censor advertising of other transportation modes in this fashion, altho Federal funds supporting the other modes are much greater than those supporting rail service.

## TWO AMTRAK VICE PRESIDENTS LEAVE

Amtrak's Vice President-Marketing, Alfred A. Michaud, has quit Amtrak under pressure, giving the corporation two weeks' notice, and taking a position as Vice President-Sales with ConRail. Michaud for several years had been the target of criticism from rail supporters who claimed that he followed the Administration line on rail passenger priorities. He endorsed the concept of a reduced Amtrak system before the DOT cutback plan was published. Observers hailed his promotion of the U.S.A. RailPass and Amtrak's series of tours, but criticized his apparent emphasis upon promotion of "winning" trains and neglect of routes that showed lower ridership. They felt he had a bias against long distance trains. Michaud came to Amtrak to replace Harold Graham, whom some Amtrak officials have called "one of the few geniuses that Amtrak had." No replacement has as yet been named for Mr. Michaud.

Effective July 14, Amtrak Vice President-Public Affairs Edwin E. Edel leaves Amtrak to take a position as Vice President-Corporate Communications with Sea-

board Coast Line Industries in Jacksonville FL. Edel is the last of the original vice presidents who came to Amtrak at the very beginning of the corporation. There is a general consensus that Edel has served the corporation very well, and there was no pressure on him to leave. He reportedly was tired of facing the same old problems again and again, and could not resist a "fantastic" offer the Seaboard Coast Line made him. No replacement for him has as yet been named.

## BROCK ADAMS'S RESIGNATION SOUGHT

Rail Travel News this month said it is supporting a growing movement to ask President Carter for the resignation of Transportation Secretary Brock Adams. Editor James Russell on July 6 decided that it would be in the best interests of rail travel supporters to seek a replacement for the controversial transportation secretary. Previously he believed that each new secretary appears more anti-passenger train than his predecessor, so that it seemed pointless to seek new leaders. However, he was swayed by the argument that the position of Congress in defending Amtrak routes would be strengthened by a growing political weakness of Adams, and if Adams were actually replaced, Congress would not be forced into a position of making deals with a lame-duck secretary.

The RTN editor outlined the following recommendations for rail supporters who wish to join in the dump-Adams movement: (1) Write to President Carter as a concerned individual (address: The White House, Washington DC 20500) and request that Adams be removed from office. If the writer wishes to give reasons, the discrepancy between the energy crisis facts and the cutting of the Amtrak system should be sufficient. (2) Send a copy of your letter to your Congressman. These steps should be taken as soon as possible--within the next week or so. Congress will complete action on the Amtrak bill by the time of its August adjournment.

Rail supporters calling for Adams's resignation are pointing to statements about Amtrak and about passenger trains that he has made recently that do not reflect the reality of the situation. Adams said that trains are fuel wasters, while most scientific studies of the matter, including studies made by the DOT itself, indicate that trains are the most efficient fuel users among the various travel modes. Adams on TV's "Today" show in late June stated that there are lots of Amtrak trains without people riding them, while in actuality the trains are filled due to the gasoline situation, advance reservations are running extremely high, and more people are being turned away than can be accommodated on some runs. Adams indicated recently that the people should vote for Amtrak by buying tickets; however, most of the people who want tickets cannot obtain them because of the present crush of riders.

## CALIFORNIA RAIL BILL BECOMES LAW

Last issue we reported on a 5-year, $1.8 billion plan for transportation and energy projects in California, announced May 31 by Governor Brown. On June 28 the state senate passed and Gov. Brown signed part of that plan into action with passage of a 3-year, $235 million program to improve and expand mass transportation in the state. The bill is aimed at improving local transit operations and increasing rail service in the state by adding the proposed overnight Sacramento to Southern California train, local Sacramento to San Jose service, and rail commuter service in Southern California--Los Angeles to Oxnard, to San Bernardino, and to Orange County points. A provision of the law allows existing transit agencies apply to the state for funds to extend service.

In other California news, on the same date state legislative budget writers cut in half the salary of CalTrans Director Adriana Gianturco because of her insistence on holding up highway construction funds in California. Legislators said, however, that the other six months' worth of her salary could be paid from contingency funds with the approval of the legislature later.

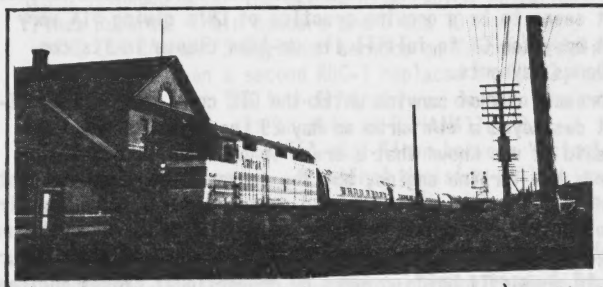


## AMTRAK CUTBACK VOTE "TOO CLOSE TO CALL"

As of the end of the first week of July, Washington observers are saying that the outcome of the final Congressional vote on Amtrak's fate is "too close to call". On June 20, DOT Secretary Brock Adams announced that he had agreed to a compromise Amtrak budget in a meeting with Congressmen. He said that $60-65 million could be added to the budget to preserve certain routes--those with ridership averaging at least 150 passengers over the entire route and an operating deficit of seven cents per mile or less per passenger. Amtrak would have to select the routes to drop on the basis of these criteria (see also route study on page 16). The trains that would be saved by this plan apparently are the MONTREALER, the current routings of the SAN FRANCISCO ZEPHYR, SOUTHWEST LIMITED, BROADWAY LIMITED and LAKE SHORE LIMITED, one of the two Chicago-Texas trains (probably the INTER-AMERICAN), one New York-Florida train, and perhaps others.

This plan is basically the bill offered by Congressman James Florio of New Jersey, Chairman of a House transportation subcommittee. A competing bill is being presented in the Senate, sponsored by Sen. Frank Church of Idaho and co-sponsors, including the two Montana Senators. This bill would freeze the current Amtrak system for one year, giving the rail corporation enough money to keep it going during that time. Amtrak itself would be required to analyze its system and decide "on the basis of business judgment and public interest which trains could be removed from service during the following year."

Church's legislation would also shift the responsibility to Amtrak to make the route retention decisions later. Support for this legislation is reported as "razor-thin" as we go to press, with the outcome too close to predict at this time. (RTN's editors favor the Church amendment, tho it has the disadvantage of causing the entire route-paring hassle to be repeated, unless energy-crisis-induced ridership and increased Amtrak fare revenues continue high enough to make all present routes viable under the route criteria already used.)



The PIONEER remains one of Amtrak's most highly-threatened trains. The Church amendment would save this train and other routes, at least for another year. Here a 5-car, well-filled train (with electric sleeper on rear but normal baggage car missing) awaits its southbound departure from Centralia, Washington on June 14. Photo by Glenn Lee.

As we go to press, the gasoline situation is easing considerably in the East, where it was becoming very bad as our last issue was published. Here in the West the situation has eased considerably since May, and gasoline is much easier to find, altho most stations sell gas only a few hours each day. Auto usage is increasing again with larger fuel supplies, and DOT officials probably expect that heavy train ridership won't continue. But an Amtrak spokesman said that a fuel shortage is not needed to help Amtrak--the higher gasoline prices and the annoyance of the odd-even gasoline sales system (saleability of gas based on whether the buyer's license plate ends in an odd or even number--a system begun in California and now spread to the East) are problems that help Amtrak the most. Gasoline lines (now disappearing) are not needed to fuel Amtrak's ticket sales, he concluded.

As of the first week of July, ridership was "just about like Christmas week" an Amtrak spokesman told RTN. During the period of June 29 to July 8 Amtrak ran

23 second sections of trains in the Northeast Corridor.

During the month of May, Amtrak reservations, ridership and sales showed a "great upsurge." Compared with May 1978, numbers of reservations made thru the ARTS system increased 127.8%--from 194,000 to 443,000; denial of space due to sold-out conditions went up 1,011.5%--from 68,040 to 756,246. In Amtrak's Central reservations offices there were recorded 6,812,827 attempted calls, compared to 1,695,731 last year--an increase of 301.8%; there were 4,865,588 busy signals counted, compared to 92,937 last year. The number of calls handled went down 3% this year, from 1,550,235 to 1,503,173, due, Amtrak said, to increased lengths of calls and longer planned trip lengths. Amtrak did not comment on the number of clerks available, but said it was adding 200 clerks to try to handle the workload.

Meanwhile in Congress, Harley Staggers, chairman of the House Commerce Committee, may introduce an amendment similar to Senator Church's. "I would say let's put a billion more in it right now" Staggers has been quoted as saying.

The outcome of the Amtrak bill should be known by late August at the latest.

# RAIL CANADA

NEW DAYTIME SERVICE between Montreal and Chicoutimi (VIA trains 170/171) began with the June 17 schedule changeover. This service replaces the previous overnight train which left Montreal at 9:35pm and reached Chicoutimi at 7:25am. Train 173 or 181 from Montreal to Senneterre, partly on the same route, still operate overnight. Transport 2000 Canada and the Quebec government have protested to the Canadian Transport Commission about the slowness of the schedule CN has given VIA for the new daytime run, which is slower than the former overnight sleeper service. Observers are noting what seems to be a growing practice of CN's giving VIA very slow schedules to make it easy for CN to fulfill its on-time clause in its contracts and thus collect bonus payments.

VIA TURBO TRAINS will remain out of service until the CTC completes an investigation into the fire that destroyed a VIA Turbo on May 29 (see last issue). VIA President Frank Roberts said it was known that a break in a stainless steel pipe caused fuel to spray over a hot turbine engine, but the cause of the break was not known, nor was the reason that the fire extinguishing system did not douse the fire. When the trains return to service, they will operate once daily between Toronto and Montreal with each trainset laying overnight for maintenance before making a return trip. The Turbo service is presently being covered by conventional diesel engines and EM-series coaches. Thus the coaches are not available for other services such as the new Chicoutimi service, where older coaches must be used.

CANADIAN NATIONAL STATION in Vancouver was designated Jun 14 by an inter-government committee as the western terminus of VIA's transcontinental services, much to the dismay of local and provincial authorities who had hoped that the CP station would be selected because of its tie-in with the SEA-BUS passenger rapid-transit ferry and proposed rail commute and LRT services. While the CP station has been handsomely renovated recently, necessary modifications required for VIA use in the future would cost $12 million, while at the CN station somewhat under $12 million would do the job. The CN station has more room for expansion and is better equipped in passenger amenities.

U.S. COAST GUARD announced June 19 that it has granted a one-year exemption to CP Rail's "Princess Patricia" Alaska cruise ship from sewage holding tank requirements. The move was praised by CP's Vancouver executives, who immediately announced plans for the 1980 Alaska cruise schedules.

VIA RAIL CANADA has approved plans to extend the E&N RDC service to a new terminal in downtown Victoria, B.C.



THE SUPER CONTINENTAL is still threatened. When the fall schedule changes on Oct 28, the main line is to become that of CP Rail, since daily service thru Northern Ontario, the CN line between Capreol and Winnipeg would become tri-weekly; former Transport Minister Otto Lang as of Oct 1978 ordered daily continuation for only one year. The tri-weekly train would terminate at Winnipeg and the Western transcon CN line would be served (at least temporarily), tho Transport Canada wants that eliminated also (no service thru Jasper).

SHORTAGE OF MONEY exists still at VIA. Observers say that Transport Canada is trying to kill off non-corridor routes thru financial strangulation. For example, there are no funds for repairs to the transcon fleet. Transport Canada is trying to push thru special legislation to allow VIA to be directly controlled from the Transport Minister's office. (This would be analogous to Brock Adams directly running Amtrak in the U.S.) Also alarming, according to a reliable source, is a claim that VIA may be threatened by a scheme similar to the Brock Adams cutback plan in the U.S.

CANADIAN TRANSPORT COMMISSION on Jun 12 reached a decision concerning trains 167 and 172 between Montreal and Mont-Laurier. The CTC ordered VIA and CP to continueFriday operation of train 167 Montreal-Mont-Laurier and Sunday operation of train 172 Mont-Laurier-Montreal; to continue in summer and winter seasons the Saturday operation of train 163 from Montreal to Labelle and train 164 from Labelle to Montreal and operation of train 167 from Montreal to Mont-Laurier with passengers over the entire route, not between Montreal and Labelle only, as had been the recent practice.

JASPER-PRINCE RUPERT train, unofficially known for years as the "Rupert Rocket", got an official name from VIA in the June 17 timetable: the SKEENA. The train is named after the Skeena River which it follows between Hazelton and Prince Rupert. Train numbers are 9 and 10.

THE E&N RAILWAY'S Dayliner service on Vancouver Island received an upgrading in early June when a second RDC-1 replaced an RDC-2, adding about 20 seats to the busy service. But the two-car train was down to one car in late June when the lead unit collided with an auto at Parksville, B.C.

THE "PRINCESS MARGUERITE" mini-liner between Victoria and Seattle might be retired after this season. A cabinet decision will be made in late summer, on whether to allocate money to rebuild the ship so it can continue. Loadings have been exceptionally high this summer. Fans of the ship should write the British Columbia Premier in Victoria expressing their support for continuing the run.

MONTREAL'S BOMBARDIER INC. may be forced to move from the city because of labor disputes, the company's president said in late June. Strikes are delaying production of LRC trains destined for VIA and for Amtrak.

CANADIAN TRANSPORT COMMISSION on June 11 extended the suspension period of the Richmond-Lyster-Quebec City trains 626, 627, 628, 629 and 630 until Sep 15 to allow more time for a study of the service to be completed.

BRITISH COLUMBIA RAILWAY riders report that two RDC cars have been operating north of Lillooet on the tri-weekly run to Prince George. This portion of the scenic line often has only light traffic, and rail officials have been talking of ending all passenger service.

THE WHITE PASS and Yukon Railway has placed notices in its Official Guide advertisements stating that its passenger service is subject to discontinuance after 1980 because of the company's critical financial condition.

THE TORONTO STAR in a Jun 8 editorial strongly criticized VIA's ticketing system in Toronto. It complained of computer snafus and half-empty trains when they are supposedly sold out, and other problems. "With such attitudes and such a service, Canadian rail passenger service will never take off" the paper said.

BRITISH COLUMBIA GOVERNMENT is considering a plan to buy the CP's Carmi Sub-

division between Midway and Penticton, which is being abandoned, and preserve the line as a railway heritage park, with steam trains running between the two towns. The province has a large collection of steam equipment that cannot be used on main lines, and it might be collected on the Kettle Valley line.

TRANSPORT 2000 CANADA has published the first issue of its quarterly newsmagazine, Trans-Action. RTN-sized, 36 pages, it's a very nice job. For a limited time, subscriptions can be secured for only $5 per year (see Express Ads).

CANADIAN URBAN TRANSIT Association held its 74th annual meeting in Edmonton on June 18, hosted by Edmonton Transit. Edmonton's LRT system celebrated its first birthday on Apr 23.

VIA RAIL CANADA President J. Frank Roberts gave an address on Intermodality at the American Public Transit Association meeting in Montreal on June 26.

## URBAN-SUBURBAN TRANSIT

THE "VALPO" TRAINS have been saved--for a time--by the Supreme Court. The Chicago-Valparaiso run of Conrail was the subject of a Supreme Court ruling on Jun 18. The Court decided that Conrail could not drop the service without ICC permission.

NEW YORK TRANSIT Authority in mid-June brought a lawsuit against Pullman-Standard, seeking $112.3 million in damages for subway car trucks that developed cracks. In early July, Pullman Inc. and truck supplier Rockwell International Corp. both filed countersuits against the transit agency, claiming that the city had used the trucks improperly. Complicating the case are charges that builders bribed city officials to accept defective cars. A Chicago Tribune reporter called the cars the "underground version of the DC-10".

LOS ANGELES SUPERVISOR Baxter Ward suggested late last month that voters in the next county election be called upon to vote for beginning of construction of a 205-mile rail transit system in L.A. County. Voters in 1976 defeated his plan for A Sunset Coast Line, and the new plan is a scaled-down version of that system. Voters would be asked to agree to a yearly levy of $3 per housing unit to finance the system--about $300 million per year. Union Station in downtown L.A. would be the hub of the system.

ATLANTA'S MARTA SYSTEM began operation on June 30, starting within the old fiscal year to make it eligible for more funds.

THE BART SYSTEM faces a possible strike as we go to press, with workers still on the job as wage negotiations proceed. Golden Gate Transit's ferry crews went on strike on July 6.

THE SOUTHERN PACIFIC won support for its long-standing bid to terminate its San Francisco rail commuter operation when an administrative law judge on July 9 recommended that the ICC allow it to drop its commuter runs, agreeing with the railroad on the alleged yearly loss of $11.7 million. The effect of this decision will probably be that if and when public funding agencies take over the service, they will have to pay more in subsidies, as the decision strengthens the SP's bargaining position.

CONTROVERSIAL PEOPLE MOVER system in Morgantown WV has been restarted by builder Boeing and expanded from 2.1 to 3.2 miles in length. Capacity was increased from 45 to 73 cars. It is expected to carry six million riders per year.

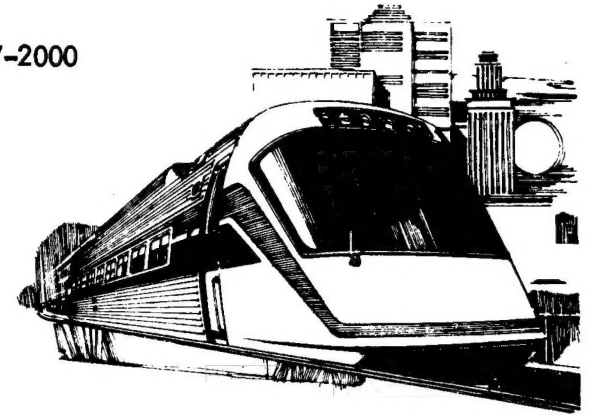
NORFOLK & WESTERN and Chicago's Regional Transportation Authority reached an agreement in late June which will lead to expansion of rail commuter service. An increase of service from one to two trains daily can occur immediately and upgrading of the line can be done eventually.

NEW YORK CITY for the first time has traded $241 million that was earmarked for highway rehabilitation for use in mass transit improvement and other projects.

MASSACHUSETTS GOVERNOR KING has announced work on re-establishing rail passenger service between Boston and Cape Cod.



## SELLING THE SPV-2000 TO THE STATES



THE BUDD COMPANY PUSHES ITS NEW RAIL DIESEL CAR AS A SOLUTION TO THE FUEL SHORTAGE

Striking while the iron is hot, the Budd Company is making a big promotional effort to sell its new SPV-2000 self-propelled railcar to states and other agencies, citing the current fuel shortage and the energy efficiency of the redesigned rail vehicles.

In a big Wall Street Journal ad (July 2) the company stated (in California editions) "If ever there was a time and place for the Budd SPV-2000, the time is now... and the place is California." The statement was attributed to Gilbert F. Richards, Chairman of the Board and Chief Executive Officer of Budd, whose photograph dominated the big ad.

Budd went on: "Everyone is concerned about energy saving these days. But Budd is doing something about it. With our new SPV-2000. The SPV-2000 is a new experience in fast, smooth, energy-conserving efficiency. But it's much more than that. In fact, with the kind of mileage the SPV-2000 delivers--an impressive 320 passenger miles per gallon--it may well be one of today's most responsible users of our natural resources..."

An accompanying graph showed comparative fuel efficiencies: Auto, average auto (2.2 passengers) 44 passenger miles per gallon; Auto, sub-compact (2.2 passengers) 77 pmpg; Standard Jet (134 psgrs) 36 pmpg; Wide Body Jet (385 psgrs) 62 pmpg; Intercity Bus (44 psgrs) 250 pmpg; SPV one-car train (109 psgrs) 320 pmpg; SPV two-car train (218 psgrs) 396 pmpg.

And the Budd Company was undoubtedly pleased with the Fourth-of-July announcement that the state of Connecticut will purchase a dozen of the cars to use on Amtrak's New Haven-Hartford-Springfield run. The cars are to be delivered beginning next spring. The state will lease the cars, which sell for $1 million each, to Amtrak. That will allow Amtrak to increase the number of daily roundtrips from 9 to 14, and some of the cars now used on that Inland Route will be sent to Conrail's Danbury and Waterbury branches. The state will also buy a 13th car for commuter service on Conrail's Danbury branch.

An Amtrak spokesman said of the deal, "Amtrak is pleased with any help it can get" and suggested the Philadelphia-Harrisburg line as another possibility.

And Budd is out to sell the cars to California as well. "...the SPV-2000 is a natural for California" the company said in its ad. California rail planners have been discussing possible use of the cars, including on the SAN DIEGAN line. There, the Santa Fe has an objection to the use of RDCs which began with a violent wreck on the line when an RDC left a curve at high speed. In Jan 1956 Santa Fe discontinued the use of the self-propelled cars on the run. Amtrak in recent years, especially during the presidency of Paul Reistrup, did not favor use of the cars either, and there may be some resistance to overcome with the rail corporation.

But meanwhile, California has the money (see p. 4) and is looking to start up some new rail commuter lines.

## THE CORRIDOR AND THE GAS CRUNCH
### by Ken Maylath

With gasoline in short supply, especially in the Washington area, a June Sunday afternoon check of Union Station showed increased business but few problems.

It wasn't like a major holiday, with extra sections and the like. Still, problems could be expected if there was a lack of proper planning.

Enough ticket windows were open to prevent long lines. Passengers went to and from the gates without confusion. All Metroliner departures come from the upper level. Amfleet trains alternated between upper and lower levels.

At last, something is being done about the ugly passageway, partly exposed to the elements, which leads to the lower level. It's being enclosed with wood, and better lighting installed.

Most trains were running within a few minutes of schedule, the big exception being the 2hr, 45min late BROADWAY LIMITED. But nothing was new about that.

Metroliners were generally sold out. A couple of hundred or more got on or off each Amfleet train. The BROADWAY discharged more than 125, including a group of young people, when it finally ambled in. About 85 were counted off the northbound SILVER STAR. Even the BLUE RIDGE from Martinsburg contributed 90 passengers on a threatening day that discouraged tourist travel to Harpers Ferry. (Quite a few people use the train from Silver Spring to various points, especially Harpers Ferry.)

The Corridor, with its frequent service and well-staffed stations, is better able to cope with increased business than are areas which must make do with one train a day, or less, and a limited consist. At the same time, the Corridor must cope while the massive upgrading project causes certain delays and disruptions.

## THE DAY TRAIN TO CHICOUTIMI
### by Guy Chartrand

A nice surprise awaited rail travelers in Canada when they opened the June 17 VIA timetable to page 14. For the first time (at least in memory) there is a day train between Montreal and Chicoutimi. (There had been two local day trains a week between Quebec City and Chicoutimi.)

On June 21, the fourth day of operation, a friend and I tried this new train. Montreal was hosting the Lions Club Information Convention, so Central Station was busy. Amtrak's MONTREALER was doing a good business. We went downstairs and found a nice little train made up on two FP9As (CN 6535 and VIA 6516), baggage car CN 9643, CN coach 5304, CN dinette 427, and VIA Dayniter 5711.

We boarded the Dayniter, and the train left right on time at 12:30pm. As the train is as yet little known, there were only 30 passengers aboard, but we picked up a few more at Ahuntisic and Joliette.

At St-Tite we met our opposite, train 170, running with a similar consist. The running time for the 318 miles between Montreal and Chicoutimi is 9 hours, 45 minutes--a bit too lengthy.

After Rivieres-a-Pierre we found what is the nicest scenery in Eastern Canada--rivers, lakes, mountains, with no superhighway to spoil it. There is no road near the track almost all the way from Rivieres-a-Pierre to Chambord, 120 miles. We waited 50 minutes for a freight at Laurent, but even so we arrived on time at Chambord, where 20 passengers left the train and many took the connecting bus to Dolbeau.

We arrived on time in Chicoutimi at 10:15pm, and after a good night at the Chicoutimi Hotel near the station, took train 170 back to Montreal.

South of Lac Edouard we picked up 26 children who were going to Quebec City via Hervey Jonction. There were no seats left on the train, but everybody seemed happy. As on the previous day, the two trains met at St-Tite. We reached Montreal on time. It was a very pleasant trip and one that I strongly recommend.



## SUPERLINERS COME TO THE NORTHWEST
### by Glenn Lee

Amtrak's new Superliner double-deck passenger cars entered service in the Northwest on Wednesday, June 13 on the 5:30pm southbound MOUNT RAINIER from Seattle to Portland.

The following day I journeyed on the 7:10 am Amfleet PIONEER departure from Seattle to Centralia to meet the first northbound Superliner consist. The contrast between the two types of equipment was interesting, and pointed out the highs and lows of Amtrak's new equipment.

The PIONEER, on the present DOT "hit list", was doing fairly well, with one 84-seater, two 60-seaters, an Amdinette, and a sleeping car (2996 "Pine Hill"). The Amfleet ride was pleasant, the cars riding well even on various poor stretches of BN track, with the drawbacks well known to RTN readers--small windows thru which to peer for glimpses of good Puget Sound scenery on a beautiful, clear day; and the garish oranges and purples of the interior design schemes.

After an on-time arrival at Centralia, there was time for breakfast before returning to the depot. A few minutes behind schedule, the northbound MOUNT RAINIER appeared with its new double-deckers. About 100 passengers were on board, joined by perhaps 10 more at Centralia.

**Four Superliner coaches are lined up for their first run from Seattle on June 13. The author took this photo 15 minutes ahead of the one on our cover, before engine was attached.**

It became apparent quickly that despite the pleasant interior configuration and decoration the most noticeable quality of the new equipment would be the rough ride. Altho the equipment performs well on high-quality track, rough patches of rail cause the cars to bump badly, sometimes in washboard style. In a few areas, the sharp pulsations of the ride were enough to cause passengers to look up from their seats. The cars ride nicely on welded rail, and the bumpiness is most pronounced on jointed-and-bolted rails.

The ride was somewhat like that of Pullman-Standard built (1947) former Northern Pacific coaches 500-517, which were rough riders their entire career in the Northwest; and an almost total contrast to the exceptionally smooth-riding Pullman-Standard built ex-CNW coaches on NP numbered 518-524, which were almost as good as the P-S SHASTA DAYLIGHT coaches. (The SHASTA cars were among the smoothest-riding rail equipment ever to operate in the Northwest.)

Passengers in the Superliners will enjoy the large windows, which are unfortunately tinted and equipped with curtains rather than shades. Also, the windows are broken by a bar down the middle, thus losing some of their potential for being "picture window" showcases thru which to view the scenery.

As we proceeded northward, rail enthusiasts pointed out that the rough ride was most pronounced over the trucks, where bouncing vibrations could almost be carried thru to the teeth. With some 40-50 trains per day on the line, track crews often simply cannot keep up with the maintenance demands produced by heavy tonnage, so some rough track is inevitable along the line, no matter what the season.

A Pullman-Standard representative produced some interesting figures: As of June 13, P-S had completed 32 coaches and one dining car of the 284-car order, which should be completed in the summer of 1980, according to present production schedules. There will be about seven of the coaches converted to cafe configuration on the lower deck. This calls for removal of 12 of the 15 seats, and replacement by a snack counter facility--for wrapped sandwiches and coffee; no microwave meals.

At present, there will be four sets of Superliner equipment assigned to Chicago, and two in Seattle--an assignment which may change

in October, when enough equipment may be on hand to fully equip a Seattle-Chicago train with Superliner cars.

The new cars are, like Amfleet, of monocoque or integral (aircraft fuselage) construction, with the skin of the car doing structural work. This is opposed to the design of earlier lightweight equipment which is body-on-chassis, in which car frames and sills bear structural load, but not the skin, altho the skin can be designed to bear some load in stress situations.

In Amfleet equipment, the floor cannot support itself standing alone; but with the Superliner cars there is a series of "channels" under the main floor connecting the couplers and the truck areas. As in Amfleet, the buffing strength comes from good collision posts and stress-transferring construction and design techniques. There is no conventional center sill under the cars.

I personally believe that the ride quality must be improved, either thru more work on the trucks or by replacement of the trucks with a heavier design--which would probably violate the dictums of former Amtrak president Paul Reistrup to minimize unsprung weight.

Some passengers may object to unisex toilets, and there may be some confusion over the large toilet at the end of the downstairs hallway marked "lounge", which is actually a ladies' room, and not a bar area. Exceptionally tall men may have to stoop over to pass thru doorways between Superliner cars.

Stairways should be ample for all but the heaviest passengers, and luggage rack space should be sufficient. Seat spacing is beautiful for those who object to Amfleet ("Cramfleet") 84-seat coaches.

Amtrak officials on board were very pleased with the new equipment. They said that the cars make rail crew proud of their work and their company; and that if the Superliner equipment had been available five years ago, there would be no problem with the MOUNT RAINIER being on the DOT "hit list," as it would be heavily patronized throughout the year. Up thru June, with only modest gasoline shortage problems, the MOUNT RAINIER has been running about 100-150 passengers on mid-week runs with patronage in excess of 250 per trip on weekends.

The car shortage has been critical in the Northwest, with Superliners expected to replace Amfleet, which is to be reassigned to San Diego on a one-for-one basis. If there is a big event in Seattle requiring more cars, Amtrak officials say they expect to "pray a lot." About nine Superliners are expected, with five operating Seattle-Portland and four running Seattle-Vancouver, B.C. on busy weekends.

At the moment, no Superliner operation on the PIONEER is expected, altho PIONEER loads have been high east of Portland, with one recent PIONEER loading a full 175 passengers at Portland alone eastbound.

At 11:50am we passed the southbound COAST STARLIGHT. The view looking down was different from most of our normal peeks at the big consist, which included an ex-SUPER CHIEF dome lounge as it zoomed by.

Arrival in Seattle was a few minutes late as we creaked very slowly past umbrella sheds that looked as if they just might not clear the 16-foot, 2-inch height of the Superliners.

Superliner cars were used thru Sunday morning, June 17, and withdrawn for correction of a number of problems, with Amfleet substituting. Superliner service was "out" three evenings, with the tall cars back on the road at 5:30pm on June 20.

Amtrak has begun a modest advertising program in Seattle, which I find superior to former campaigns in that departure times and fares are listed for the Seattle-Portland service. Should promotion of the Superliner equipment join such an advertising program, perhaps enough patronage may be developed to take the MOUNT RAINIER off the "hit list" sometime before October 1 rolls around.



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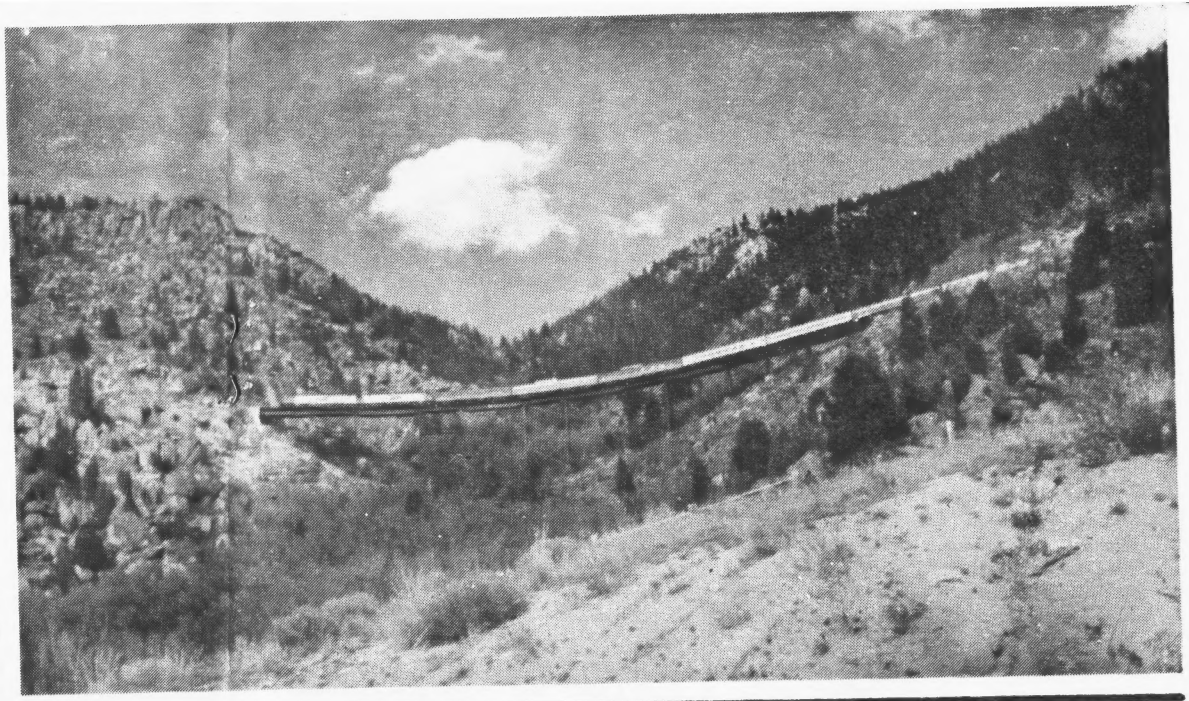

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The passengers enjoyed complimentary blueberry-filled cake and champagne while the train ran up the Mississippi River shoreline (westward) or thru the Cascades on Stampede Pass (eastward), with the added touch of cars from the "Pride of the Northerns"to stir up old memories of BUILDER trips past.

WESTWARD -- TRAIN NO. 7

Number 7 departed Chicago Union Station's track 15 at 11:42am, 12 minutes late, with 203 passengers aboard. The run went smoothly until the ongoing trackwork of the Milwaukee Road slowed #7 to a crawl west of Columbus WI, and kept the speed down below 40mph the majority of the 90 miles to Tomah WI. The train was dragged down to 15mph in one spot.

The dining car crew, led by on-board services supervisor Napoleon Brawner, rose to the occasion with impeccable service in what had to be the most appropriate car for this event--the one remaining Amtrak-owned ex-GN BUILDER dining car in service, car 8068, the former "Lake Wenatchee."

Brawner, who was supervisor aboard the "On the Twentieth Century" special train of last year, had the honor of cutting the red, white and blue cake, measuring 9x36 inches, with the words EMPIRE BUILDER in red and 50th ANNIVERSARY in blue directly beneath it, along with uncorking the first of many bottles of Almaden champagne. By about 4:30 (Wisconsin Dells, 1 hr, 18 mins late) the passengers knew something was going to happen.

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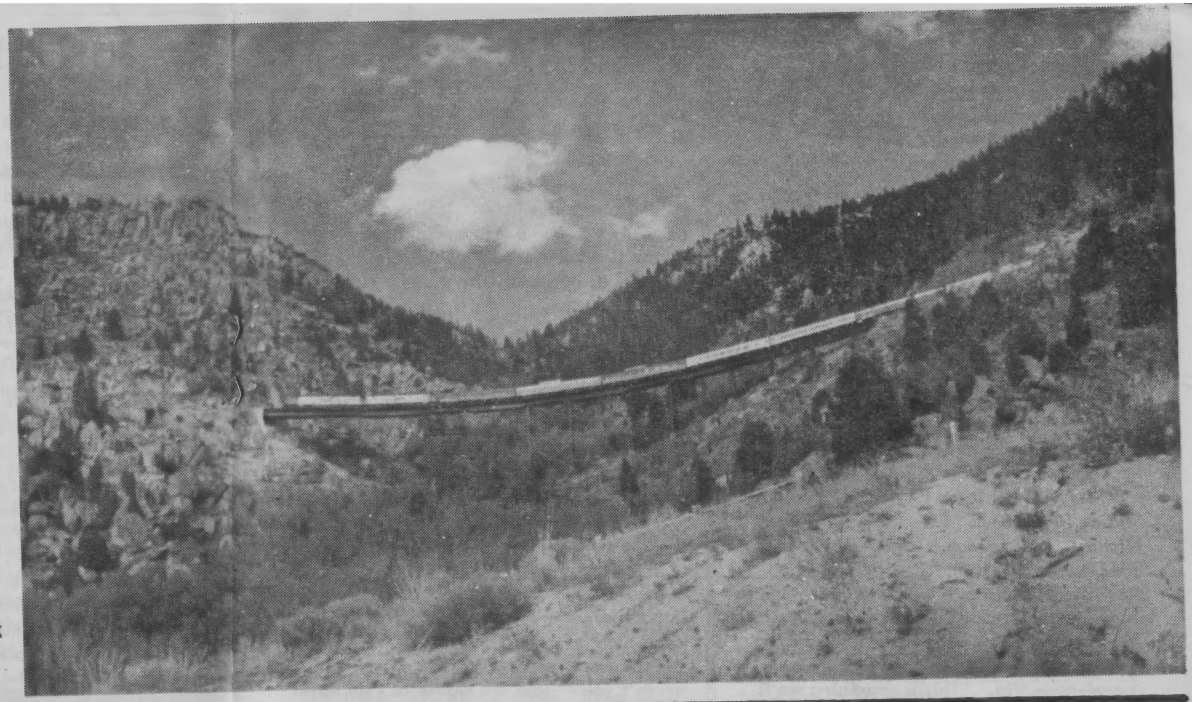

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By the time the dinner party reached "Scenic" St. Croix Tower--the meeting place for the BN and Milwaukee Road main lines--the manifest of passengers was jammed full of smiling faces.

It was 10:14pm when #7 pulled into Midway Station in St. Paul. Illinois ARP president J. Michael Morrison and a friend jumped off #7 and barely made train #10, the eastward NORTH STAR, to return to Chicago. Another 54 passengers stepped off the train at a slightly slower pace, many swearing allegiance to Amtrak, vowing never to drive again on an out-of-town trip. "This is something we'll always remember," one woman said, her three kids in tow. "We're coming back again next year!"

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In the morning, it was the crew's turn to enjoy the passengers' actions as they walked into the diner and lounge cars after the previous night's festivities.

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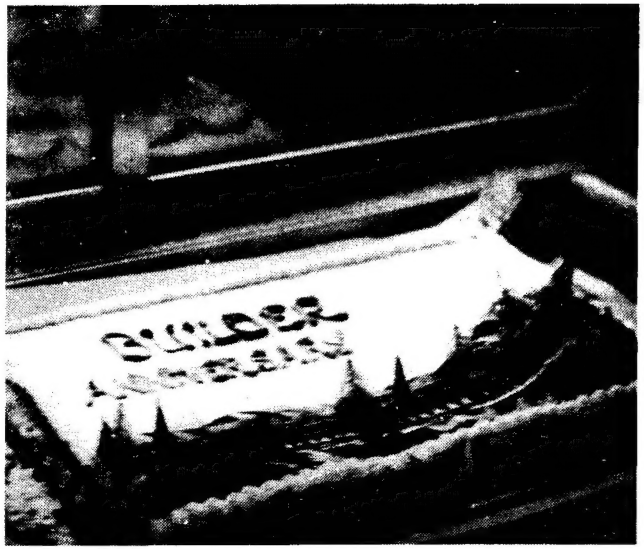

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EASTWARD -- TRAIN NO. 8

Unlike its Chicago-originating counterpart, train 8 had equipment problems beginning in Seattle's 8th Street coach yard.

The dining car, ex-CZ diner "Silver Cafe", developed electrical problems. Car 8025, an ex-L&N CRESCENT LIMITED diner-lounge was called in to replace it, but when it was found that the car had shaft difficulties, the call was sent for car 8022, a 1947 Budd-built ex-Florida East Coast product that was bad-ordered at Seattle because it was reported hot. Warm, maybe, but not hot.

In addition, one of the two 10/6 sleepers assigned was changed on Sunday to 11-bedroom car 2262, "Placid Harbor".

Train #8 departed Seattle's King Street Station on time at 5pm, with about 200 passengers on board. Steward Harold Reaves had his first call for dinner as the BUILDER pulled out of the shelter at East Auburn. Again, all were impressed with the food and service, even in the unusually warm dining car. The only problem with the celebration was that they ran out of champagne.

During the night the ex-CZ "Silver Lounge" became warm. Then, the air conditioning in coaches 4512 and 4862 failed, so the middle four cars were hot as the train rolled across northern Montana in 90 degree temperatures.

When I boarded in Malta, it took 15 minutes to figure out that I had been reassigned to bedroom I in "Placid Waters", at roomette rates. The car was cold, and I couldn't have been happier.

When the BUILDER pulled out of Williston ND, about an hour late, I retired to the diner for the first time since I walked thru the train upon boarding. The crew was working in shirtsleeves as I ordered a ham steak. While I was eating, the boiler man from the heater car came back to see how the rest of the train was doing. He took a broom to the rear of the electrical cabinet, and then cool air came gushing out of the vents in the ceiling. It felt good to the members of Reaves' crew, some of whom had lost as much as 15 pounds since their departure from Seattle.

It was 3:55am when I awakened to find the BUILDER crossing the Red River into Minnesota at Moorhead. We had made up the hour-plus lateness we'd had at Minot. Brakeman W. K. "Bill" Espe had some bad news as well: train #17, the westbound NORTH COAST HIAWATHA, was four hours late out of Staples MN due to the Milwaukee Road's poor track.

The last 220 miles were uneventful, save for a 5mph crossing on the Stone Arch Bridge due to some track relaying.

We pulled into the Midway at 8:55am--five minutes early, due to some 21mins of padding between Wayzata and the Midway. The carmen went to work on those four bad-order cars, found that the diner was fixed, and after some jockeying on the head-end, #8 departed for the Milwaukee Road at 10:17am, 17 mins late. It too had its problems with the Milwaukee's track, and finally completed the anniversary at 8:25pm at #8 pulled into Chicago Union Station's Track 17, where it all finished.

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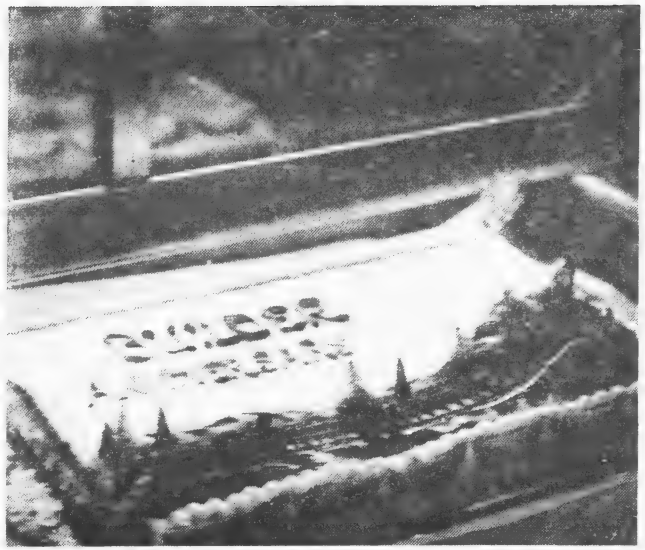

The anniversary blueberry cake on the westbound EMPIRE BUILDER was already partly consumed when author Brian Cutter photographed it in the train's dining car. The original color slide shows white frosting with "BUILDER" in red, "Anniversary" in blue, and route scenery in natural colors.

EASTWARD -- TRAIN NO. 8

Unlike its Chicago-originating counterpart, train 8 had equipment problems beginning in Seattle's 8th Street coach yard.

The dining car, ex-CZ diner "Silver Cafe", developed electrical problems. Car 8025, an ex-L&N CRESCENT LIMITED diner-lounge was called in to replace it, but when it was found that the car had shaft difficulties, the call was sent for car 8022, a 1947 Budd-built ex-Florida East Coast product that was bad-ordered at Seattle because it was reported hot. Warm, maybe, but not hot.

In addition, one of the two 10/6 sleepers assigned was changed on Sunday to 11-bedroom car 2262, "Placid Harbor".

Train #8 departed Seattle's King Street Station on time at 5pm, with about 200 passengers on board. Steward Harold Reaves had his first call for dinner as the BUILDER pulled out of the shelter at East Auburn. Again, all were impressed with the food and service, even in the unusually warm dining car. The only problem with the celebration was that they ran out of champagne.

During the night the ex-CZ "Silver Lounge" became warm. Then, the air conditioning in coaches 4512 and 4862 failed, so the middle four cars were hot as the train rolled across northern Montana in 90 degree temperatures.

When I boarded in Malta, it took 15 minutes to figure out that I had been reassigned to bedroom I in "Placid Waters", at roomette rates. The car was cold, and I couldn't have been happier.

When the BUILDER pulled out of Williston ND, about an hour late, I retired to the diner for the first time since I walked thru the train upon boarding. The crew was working in shirtsleeves as I ordered a ham steak. While I was eating, the boiler man from the heater car came back to see how the rest of the train was doing. He took a broom to the rear of the electrical cabinet, and then cool air came gushing out of the vents in the ceiling. It felt good to the members of Reaves' crew, some of whom had lost as much as 15 pounds since their departure from Seattle.

It was 3:55am when I awakened to find the BUILDER crossing the Red River into Minnesota at Moorhead. We had made up the hour-plus lateness we'd had at Minot. Brakeman W. K. "Bill" Espe had some bad news as well: train #17, the westbound NORTH COAST HIAWATHA, was four hours late out of Staples MN due to the Milwaukee Road's poor track.

The last 220 miles were uneventful, save for a 5mph crossing on the Stone Arch Bridge due to some track relaying.

We pulled into the Midway at 8:55am--five minutes early, due to some 21mins of padding between Wayzata and the Midway. The carmen went to work on those four bad-order cars, found that the diner was fixed, and after some jockeying on the head-end, #8 departed for the Milwaukee Road at 10:17am, 17mins late. It too had its problems with the Milwaukee's track, and finally completed the anniversary at 8:25pm at #8 pulled into Chicago Union Station's Track 17, where it all finished.

No, Jim, your mark will never be wiped out.

## RIDERSHIP STUDY OF THREATENED TRAINS

**At the request of the DOT, Amtrak compared the ridership of twelve threatened trains for one week in May versus the same week in May of last year. The third week of May was chosen because it's not a peak travel period and is unaffected by holidays. Amtrak released these data in late June. Amtrak noted, "Almost all trains showed a substantial growth in passenger miles and average trip length. The latter statistic is significant in that not only were more passengers riding, but they were riding considerably longer distances."**

| | Ridership | | | Passenger Miles | | | Average Trip Length | | | Passenger Mile/Train Mile | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Train | 5/14-20/78 | 5/13-19/79 | %Change | 5/14-20/78 | 5/13-19/79 | %Change | 1978 | 1979 | %Change | 1978 | 1979 | %Change |
| Pioneer | 3,629 | 3,654 | .7 | 818,526 | 1,218,682 | 48.9 | 225.6 | 333.5 | 47.8 | 54.0 | 80.5 | 49.1 |
| Lone Star | 6,259 | 6,313 | .9 | 1,697,255 | 2,126,001 | 25.3 | 271.2 | 336.8 | 24.2 | 86.7 | 108.5 | 25.1 |
| Inter-American | 3,261 | 4,430 | 35.9 | 766,032 | 1,108,682 | 44.7 | 234.9 | 250.3 | 6.6 | 69.7 | 100.9 | 44.8 |
| Floridan | 2,559 | 2,880 | 12.5 | 1,323,715 | 1,898,739 | 43.4 | 517.3 | 659.3 | 27.5 | 50.2 | 72.0 | 43.4 |
| Montrealer | 6,713 | 7,234 | 7.8 | 1,424,885 | 1,433,396 | .6 | 212.3 | 198.1 | (6.7) | 151.7 | 152.6 | .6 |
| Champion | 3,503 | 4,077 | 16.4 | 2,074,187 | 2,776,929 | 33.9 | 592.1 | 681.1 | 15.0 | 116.1 | 155.4 | 33.9 |
| Silver Meteor | 4,897 | 5,443 | 11.2 | 3,120,924 | 3,466,959 | 11.1 | 637.3 | 637.0 | - | 163.0 | 181.0 | 11.0 |
| Shenandoah(1) | 1,364 | 1,094 | (19.8) | 315,694 | 208,747 | (33.9) | 231.4 | 190.8 | (17.5) | 41.3 | 27.3 | (33.9) |
| Cardinal | 2,332 | 3,055 | 31.0 | 796,903 | 1,115,267 | 40.0 | 341.7 | 365.1 | 6.8 | 63.4 | 88.7 | 39.9 |
| Southern Crescent (2) | 3,157 | 5,849 | 85.3 | 1,310,032 | 3,079,922 | 135.1 | 415.0 | 526.6 | 26.9 | 109.3 | 159.6 | 46.0 |
| National Limited | 4,042 | 4,524 | 11.9 | 1,569,477 | 1,778,524 | 13.3 | 388.3 | 393.1 | 1.2 | 79.2 | 86.5 | 9.2 |
| North Coast Hiawatha | 2,717 | 2,272 | (16.4) | 1,555,678 | 1,725,459 | 10.9 | 572.6 | 759.4 | 32.6 | 116.1 | 128.7 | 10.9 |
| TOTAL | 44,433 | 50,825 | +14.4 | 16,773,308 | 21,937,298 | +30.8 | 377.5 | 431.6 | +14.3 | - | - | - |

(1) Due to Chessie Track work in 1979 Amtrak is busing through passengers from Grafton, WV to Cincinnati, Ohio thereby disrupting our long-distance ridership.

(2) Major change in frequency and in 1979 includes New York to Washington through passengers.

# Mixed Train of Thoughts

JULY 29 SCHEDULE changes for Amtrak are expected to bring a radically altered SAN JOAQUIN schedule, with an early morning departure from Bakersfield and an evening departure from Oakland, orienting the train toward providing Valley residents with a way to get to San Francisco and back in one day, or over a weekend. It is rumored that a seventh daily SAN DIEGAN roundtrip might begin at that time. It is verified that the INTER-AMERICAN will begin daily operation of its sleeper between Chicago and Fort Worth, while sleeper service will be suspended between Fort Worth and Laredo. And Amtrak promises that starting July 29 the 4:15pm Milwaukee-Chicago train will have a guaranteed connection with the SAN FRANCISCO ZEPHYR..... COMING IN OCTOBER: with the fall schedule changes, Amtrak "hopes" to improve the EMPIRE BUILDER and NORTH COAST HIAWATHA (if it's still around) connections in Chicago by changing schedules. It is rumored that sometime in the near future, possibly in October, the COAST STARLIGHT's northbound schedule will be altered to leave Los Angeles two hours earlier. The first full Superliner train is expected to run in September, when a sleeping car is delivered, and it will be the NORTH STAR. Superliner cars will operate at first only on one train consist, with Amfleet cars on the other until more Superliners are available. As of July 6, Amtrak had received 33 Superliner cars, including one diner. The diner has gone into operation on the SHAWNEE..... ANOTHER SCHEDULE CHANGE for July 29 is expected to be the lengthening of Chicago-Seattle schedules by an hour each direction on the BN between Minneapolis and Seattle.....

* * *

THE WISCONSIN ASSOCIATION of RR Passengers and NARP have (as of July 1) gathered 10,380 signatures on petitions demanding implementation of a second Amtrak route in Wisconsin. The route would connect Milwaukee and Minneapolis using CNW and Soo Line trackage with intermediate stops at West Bend, Fond du Lac, Oshkosh, Neenah/Menasha, Stevens Point, Marshfield, Chippewa Falls and/or Eau Claire, and Menomonie. WisARP reports that the idea is currently under analysis at Amtrak. The study was requested by Congressman F. James Sensenbrenner, Jr. NARP Region VII Director David Schwengel said the signatures were collected easily without a big-pressure campaign..... WESTBOUND EMPIRE BUILDER arrived in Seattle on July 10 about 4 hours late due to a fire that started in the electrical compartment of the dining car west of Minneapolis the day before. Firemen at Morris, Minn., extinguished the blaze, and the 300 passengers were served Colonel Sanders chicken and locally made sandwiches in observation lounge 9310. The affected diner will be sent to Beech Grove for repair. The train also had two coaches and one sleeper without air conditioning..... THE NORTHEAST CORRIDOR got a big bottleneck at 4:15pm, right at rush hour, at Newark, when the drawbridge there, opened for a tanker to pass, stuck in the open position. Amtrak and commuter trains "galore" (according to an Amtrak spokesman) were backed up. It was at least the second time this year that the bridge had stuck open, fouling up train schedules. The Coast Guard (an arm of the DOT) won't permit complete closure of the bridge during commuter rush hours. The NEC improvement program is scheduled to work on the bridge, but nobody seemed to know when.....

* * *

SOUTHBOUND LONE STAR and SOUTHWEST LIMITED both detoured from Galesburg via Quincy to Bucklin MO on the BN due to a Santa Fe freight derailment near Fort Madison IA on July 3, delaying the LONE STAR's arrival into Kansas City by some 3 hours. The SOUTHWEST LIMITED didn't do too well, as it encountered a freight derailment on the BN detour also, and arrived Kansas City at 8:40am, departing at 9:19am, 7 hours, 9 minutes late. It was held in Kansas City for mechanical problems. The northbound trains were to encounter the same detour over the BN.....

BETTER EMPLOYEE COMMUNICATION is one of the good improvements that Alan Boyd has brought to Amtrak. A few weeks ago the corporation began using its computer system once a week to transmit a news summary to employees in touch with computer terminals. And a Hot Line to Amtrak's president was initiated, so employees can call his office and leave a recorded message on any topic of concern to them, that is then typed out and given to Mr. Boyd the following morning. Employees outside Washington call on the toll-free number 800-424-5191, while those in Washington DC call 383-2027. The line operates from 8am to 8pm Monday thru Friday.....

* * *

**AMTRAK'S LITTLE ROCK office set an all-time high record in June 1978 when it handled an average of 18 passengers per train for a total ridership of 1104. In June 1979 the number of riders per train increased 238%, for a total ridership of 2574. Sales showed a 282% increase, from $10,150 to $ 38,728.....**

* * *

SEATTLE TV STATION KING, channel 5, tested out the heavily-used Amtrak reservation number by dialing Amtrak on a mid-June day with its apparatus that automatically redials each time it gets a busy signal. The machine dialed nonstop for 2½ hours before newsmen decided to give up..... WE ARE HEARING that Amtrak's relations with Santa Fe have been gradually deteriorating for the last several months as former president and now chairman John Reed moves farther from operations to manage the "industries" division of the Santa Fe conglomerate. New president Larry Cena is not terribly sympathetic to passenger runs, and in the mid-1960s he reportedly called SP at one time to ask: "How do you guys get the passenger loadings to decline so rapidly?" Cena at that time was an executive vice-president for Western operations..... A WASHINGTON SOURCE says that Brock Adams has been advised by some personal staff members to resign his position as Transportation Secretary due to his being in a "no-win" position on Amtrak. If Adams stays with his anti-Amtrak stance and kills off several Amtrak runs, he becomes a villain and his future political career may be affected. If Adams continues and is overruled by Congress and the press of public opinion, with Amtrak runs being saved, he suffers a loss of face. Adams has so far rejected advice that he leave the DOT and blame Pres. Carter and the White House and OMB staff for exiting.....

* * *

ELLICOTT CITY (MD) B&O railroad station has been opened as a museum, and visitors are being welcomed. Ellicott City is an 18th century milltown that includes many fine shops and restaurants. It's 13 miles west of Baltimore. The mailing address is PO Box 244, Ellicott City MD 21043..... THE FUEL SHORTAGE has been helping Auto-Train as well as Amtrak and commuter lines. On a recent day, the company took 920 reservations. A $3 million federal loan to the financially shaky company has been tentatively approved by the Dept of Commerce.....

THE MARTA SYSTEM in Atlanta had Brock Adams present on its June 30 opening day. The first line to operate is a 6.7-mile line from near the downtown center to suburban Decatur, east of the city..... TWO SUPERLINER COACHES are to begin operation on the BLACK HAWK on July 28..... DELAWARE AND HUDSON'S "Stourbridge Lion" locomotive began running on Aug 8, 1829, and the sesquicentennial of that event is coming up next month. The Pennsylvania Postal History Society is producing a commemorative philatelic cover for the event. The cacheted covers are available at $1 each plus a large stamped envelope. Address: "LION", PO Box 204, Paupack PA 18451..... OLD PACIFIC ELECTRIC depot in Torrance, Calif., is one of three historic buildings the city is seeking to rehabilitate, and a state grant is being sought..... CONGRESSMAN JAMES FLORIO is upset over the fact that Conrail head Edward Jordan's salary went up 26% this year--to $278,000 a year. In contrast, Amtrak's Alan Boyd earns only $85,000..... CONRAIL'S HUDSON LINE has seen some equipment changes recently. On July 1 snack bar car 4447 (former NYC car 47) was put into storage, and ex-D&H diner lounge 42 was substituted for it.



The car lacks any D&H letterboards, but carries the NYDOT logo, as do three of the eight cars purchased a few months ago by NYDOT from D&H. The Poughkeepsie-NY train is now about 98% ex-D&H cars, except for one or two ex-NYC 2100-series coaches..... THE ADIRONDACK RECEIVED extra sections recently, with the first leaving NY as a regular Turboliner and the second with conventional coaches, both Amtrak and borrowed MTA commuter cars with an E8 diesel at Harmon--this on June 30..... SOME POTENTIAL LAWSUITS are stemming from the May 6 derailment of the EMPIRE BUILDER due to a washout in Washington state, so tape recorded conversations between Burlington Northern employees and county emergency dispatchers are being protected by the court for safekeeping..... BOSTON & MAINE'S North Shore train is carrying 100 passengers more each weekday and 200 more on weekend days because of the fuel shortage, compared to last year. Riders take the train to Manchester to reach Singing Beach..... THE COAST GUARD celebrates its 181st anniversary on August 4, and for the occasion Central Vermont Railroad let cadets paint engine 4924 up with the Coast Guard emblem and a red-white-and-blue paint scheme. The engine will run with the new paint job thru September.....

# HAVE YOU HUGGED YOUR AMTRAK TRAIN TODAY?

BUMPER STICKER SLOGAN at left was made by an Amtrak supporter in Santa Barbara, Calif. We don't have any information about the availability of the stickers, but you might contact the Amtrak station in Santa Barbara about them.....

THE MICHIGAN DEPARTMENT of Transportation has worked up a new promotional effort for the MICHIGAN EXECUTIVE, with a combination brochure-timetable that includes connecting bus schedules and maps. The theme of the promotion is "Take a vacation on your way to work" and cartoons on billboards, posters and timetables picture two riders relaxing under a potted palm tree aboard the train.....

TOURISM TO YELLOWSTONE National Park have declined, reports the National Park Service. Park visits are running 15% behind last year, probably because of the gasoline shortage. Not a good time to discontinue the NORTH COAST HIAWATHA...

DEPARTMENT OF CORRECTIONS: In our last issue we incorrectly identified a photo of the EMPIRE BUILDER as being the NORTH COAST HIAWATHA (as noted elsewhere this issue). In addition, the location was wrong--it was west of Minot ND, not east. On page 14 of last issue the startup date of the EMPIRE BUILDER was incorrectly given on the Amtrak press release from which it was taken, as June 29, 1929, when the correct date was June 10, 1929..... LOCAL PROMOTION EFFORT of Amtrak's that we mentioned last issue is now out in the open. Twelve stations were given their own $1000 budgets for promotion for a trial 2-month period. The cities were Albuquerque NM, Fargo ND, Flint MI, Galesburg IL, Jackson MS, Ogden UT, Omaha NE, Newport News VA, Salinas CA, Spokane WA, Tucson AZ, and Utica NY. This "Operation Buildup" began with the efforts of Little Rock ticket clerk Randall Cookus (see RTN #178) which came to the attention of Amtrak executives. Mr. Cookus, along with Amtrak's Jim Bryant, Dick Jennison and Bill Tucci, worked out details of the program to be tried in other places in the way that Little Rock supporters had begun. Amtrak plans to check response to the local efforts by comparing ridership statistics for the test period with the same period of the past two years.....

AMTRAK TOTAL SALES for the busy month of May were up 27.7% from May 1978--from $26.7 million to $36.1 million..... SOME AMTRAK PEOPLE as well as union representatives are becoming alarmed over the antics of Amtrak's western office in Los Angeles. Even without pressure from Washington headquarters, the office has reportedly fired a number of people, reducing the work force in the face of vastly increased business. The union reportedly went on TV to criticize the situation. The public is the ultimate loser because of the problem, notes one

observer..... THE COAST STARLIGHT has been running with an extra SP engine ahead of the two Amtrak units in order to maintain schedules with the long consists required these busy days..... MANY MORE EDITORIALS have been appearing supporting Amtrak service in the face of the DOT proposed cutback. Some papers, such as the Tulsa Tribune, have reversed their previous pro-cutback stance. The fuel shortage is mostly responsible for the present round of editorials. The Christian Science Monitor is one paper, tho, that is repeating the DOT line: "Think buses--not Amtrak" it wrote. More cartoons have appeared too. Seattle Times cartoonist Brian Basset showed fat bureaucrats trying to push over an Amtrak train. They carried a briefcase labelled "route cutbacks". The engineer hollered, "Hey! We're full of passengers!" as he held out a newspaper saying "Gas prices up. Ridership soars!" But the bureaucrat replied "No you're not. You're just living in the past with romantic fantasies about the railroads. Tsk, tsk." But the Canadians usually express themselves best in such situations. The Victoria Times in an editorial called the planned cutbacks "truly grotesque."..... * * *

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# CARS & CONSISTS

*COAST STARLIGHT, train 11, San Jose Jul 3: engines Cotton Belt 9062, 615, 617; cars 1011, 1510, 4845, 4480, 4488, dome 9476, 8104, 4532, 4859, 4482, 4526, 4535, dome 9354, 8024, 2629 "Pacific Ridge", 2626 "Pacific Plateau", 8030 deadhead, SP 131 "Sacramento."

*CARDINAL, train 51, Alexandria VA Jun 29: engines 268, 279 (F40PHRs); cars 1253, 1367, 2900 "Pacific Bay", 20234, 4603, 4604, 4607, 22901, 21058, 21009, 10000. Coaches 4603, 4, 7 are converted to head end power, intended for the BROADWAY & LAKE SHORE, and have new paint scheme of 3 equal-width (8-inch) red, white and blue stripes with "Amtrak", car number, and "coach" lettered in the white stripe. They appear to have Amfleet-style bronze-tinted Lexan windows.

*SILVER METEOR, train 83, Alexandrai VA Jun 29: engine 306 (F40PHR), 631 (SDP40F); cars 1403, 2025 "Loch Leven", 2788 "Berkeley County", 3220 "Hollywood Beach", 8016, 3313, 4456, 4446, 4413, 4451, 5480, 5012 "Silver Spear", 4420. Engines in 300-series are latest batch of F40PHRs, have paint scheme similar to that described above for coaches on CARDINAL.



*NATIONAL LIMITED, train 30, Kansas City Jun 29: engines 252, 262; cars 1252, 1219, 2932, 20203, 21822, 21864, 21176, 21862, (deadheads to Beech Grove Shops:) 1302 (buffer car), 1000, 4574, 8052, 2554 "Golden Triangle."

*VIA train 171, Joliette, Que., Jun 17 (inaugural run Montreal-Chicoutimi): engines 6516, 6527 (VIA "A" units); cars 9617 baggage, CN 5304 coach, 427 dinette, VIA Dayniter "Club 52", 5708. (7 minutes late.)

*CANADIAN, VIA train 2, Dorval Jun 17 (inaugural run eastbound into Central Station): VIA engines 6509, 6621; cars 608 bag-dorm, "Hearne Manor" slpr, VIA Dayniter 5744, CP coaches 125 & 126 in VIA colors, CP Skyline 513, slprs "Dufferin Manor" & "Sherwood Manor", dome-obs slpr "Kootenay Park". (1:35 late.)

*MOUNT RAINIER, train 797, Seattle Jun 21: engine 215; Superliner cars 34037, 34015, 34016.

*SHAWNEE, train 392, Champaign Jun 23: engine 721; Superliner cars 34013, 34027, 34042, 34006.

*PANAMA LIMITED, train 59, Champaign Jun 23: engines 705, 704; cars 1237, 2933, 20226, 21827, 21852, 21815, 20029, 21151, 21116, 21031.

*BROADWAY LIMITED, train 41, Harrisburg Jun 17: engines 4935 (GG1 off Washington section), 4920 (GG1 on NY section, dead, pulled by CR freight engines 7176 & 3839, 2 hrs late); 448, 473, 427 (E units on at Harrisburg); cars 1098, 1187, 1304, 1523, 2022 "Silver Rest", 2708 "Greenwood", 8023, 3336 obs, 5656, 5660, 5657, 5280 (ex-SR), 52-- (ex-SR "Fort McPherson"), 5436, 8340, 3206 "Rapid Stream", 2680.

*SILVER STAR, train 92/82, Miami Jun 21: engines 307 (F40PHR), 630 (SDP40F); cars 1253, 1402, 2861 "Warrior River", 5407, 4592, 4590, 4805, 8015, 3312, 4439, 4429, 5651, 5410, 2521. (Train sold out.)

## QUOTES OF THE WEEK***

"DURING THE GAS SHORTAGE OUR STATIONS WILL STAY OPEN. Every day of the week. And thanks to Amtrak, millions of people are visiting friends, family or business associates, no matter how far away they may be. Without burning up gasoline. Or just sitting and burning. Amtrak is more than a fair weather friend. Gas shortage or not, it's an integral part of a national transportation system--the most energy-efficient way to go. But when the going gets tough, it's often the only way to get going. Twice, now, we've seen what happens when we rely on unpredictable sources of oil. A switch in time to comfortable, convenient, and low-cost mass transportation can keep lightning from striking a third time. Because the one thing this latest gas crisis proves is that whatever the alternative energy source may be in the future, we must have an alternate transportation source right now. People across the country are able to make plans for this summer. Because while long distance driving has become a problem, we're lucky to have a system that's a real solution. Amtrak. WE'VE BEEN WORKING ON THE RAILROAD."

--Amtrak newspaper ad, June 8.

## SLIP OF THE MONTH CLUB***

"The DOT spokesman and Amtrak's Boyd also agreed that the biggest question about the new boom in rail passenger business is: How long will it last? 'There is an energy crisis and we expect to spot shortages (of gasoline)... but as people get more used to it, who knows whether this Amtrak increase will be there,' said Klingerman."

--Washington Post, June 12.

(They're not that hard to find.)

"Federal Railroad Administrator Alan Boyd, in response to a query a week ago from Bayh, said it would cost $25.7 million to reroute the Broadway Limited and the Lakeshore Limited."

--Indianapolis Star, May 19.

(That Boyd's really flyin'.)

observer..... THE COAST STARLIGHT has been running with an extra SP engine ahead of the two Amtrak units in order to maintain schedules with the long consists required these busy days..... MANY MORE EDITORIALS have been appearing supporting Amtrak service in the face of the DOT proposed cutback. Some papers, such as the Tulsa Tribune, have reversed their previous pro-cutback stance. The fuel shortage is mostly responsible for the present round of editorials. The Christian Science Monitor is one paper, tho, that is repeating the DOT line: "Think buses--not Amtrak" it wrote. More cartoons have appeared too. Seattle Times cartoonist Brian Basset showed fat bureaucrats trying to push over an Amtrak train. They carried a briefcase labelled "route cutbacks". The engineer hollered, "Hey! We're full of passengers!" as he held out a newspaper saying "Gas prices up. Ridership soars!" But the bureaucrat replied "No you're not. You're just living in the past with romantic fantasies about the railroads. Tsk, tsk." But the Canadians usually express themselves best in such situations. The Victoria Times in an editorial called the planned cutbacks "truly grotesque."....

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*MOUNT RAINIER, train 797, Seattle Jun 21: engine 215; Superliner cars 34037, 34015, 34016.

*SHAWNEE, train 392, Champaign Jun 23: engine 721; Superliner cars 34013, 34027, 34042, 34006.

*PANAMA LIMITED, train 59, Champaign Jun 23: engines 705, 704; cars 1237, 2933, 20226, 21827, 21852, 21815, 20029, 21151, 21116, 21031.

*BROADWAY LIMITED, train 41, Harrisburg Jun 17: engines 4935 (GG1 off Washington section), 4920 (GG1 on NY section, dead, pulled by CR freight engines 7176 & 3839, 2 hrs late); 448, 473, 427 (E units on at Harrisburg); cars 1098, 1187, 1304, 1523, 2022 "Silver Rest", 2708 "Greenwood", 8023, 3336 obs, 5656, 5660, 5657, 5280 (ex-SR), 52-- (ex-SR "Fort McPherson"), 5436, 8340, 3206 "Rapid Stream", 2680.

*SILVER STAR, train 92/82, Miami Jun 21: engines 307 (F40PHR), 630 (SDP40F); cars 1253, 1402, 2861 "Warrior River", 5407, 4592, 4590, 4805, 8015, 3312, 4439, 4429, 5651, 5410, 2521. (Train sold out.)

## QUOTES OF THE WEEK***

"DURING THE GAS SHORTAGE OUR STATIONS WILL STAY OPEN. Every day of the week. And thanks to Amtrak, millions of people are visiting friends, family or business associates, no matter how far away they may be. Without burning up gasoline. Or just sitting and burning. Amtrak is more than a fair weather friend. Gas shortage or not, it's an integral part of a national transportation system--the most energy-efficient way to go. But when the going gets tough, it's often the only way to get going. Twice, now, we've seen what happens when we rely on unpredictable sources of oil. A switch in time to comfortable, convenient, and low-cost mass transportation can keep lightning from striking a third time. Because the one thing this latest gas crisis proves is that whatever the alternative energy source may be in the future, we must have an alternate transportation source right now. People across the country are able to make plans for this summer. Because while long distance driving has become a problem, we're lucky to have a system that's a real solution. Amtrak. WE'VE BEEN WORKING ON THE RAILROAD."

--Amtrak newspaper ad, June 8.

## SLIP OF THE MONTH CLUB***

"The DOT spokesman and Amtrak's Boyd also agreed that the biggest question about the new boom in rail passenger business is: How long will it last? 'There is an energy crisis and we expect to spot shortages (of gasoline)... but as people get more used to it, who knows whether this Amtrak increase will be there,' said Klingerman."

--Washington Post, June 12.

(They're not that hard to find.)

"Federal Railroad Administrator Alan Boyd, in response to a query a week ago from Bayh, said it would cost $25.7 million to reroute the Broadway Limited and the Lakeshore Limited."

--Indianapolis Star, May 19.

(That Boyd's really flyin'.)

# RAIL FANTRIPS

Aug 29-Sep 6: Private car trip to NRHS Convention in Washington from Erie PA and Syracuse NY, using cars "Pend Oreille River" and Lehigh Valley 353. $500 and up. Lake Shore Black Diamond, PO Box 353, Syracuse NY 13201. (315) 472-4293.

One Rail Fantrips listing is free. Send full info to: Rail Travel News, Fantrips Dept., PO Box 9007, Berkeley CA 94709.

# EXPRESS ADS

TRAINS!!! We know them!!! We ride them!!! We sell train tickets!!! Call us for tickets and reservations for your next trip!!! GREAT WESTERN TOURS, 639 Market St., Suite 900, San Francisco 94105. (415) 398-2994. P.S. We sell air tickets, too.

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FREE LEAFLETS on Transport 2000 Canada, on freight trains and the environment, and current railway timetable "fliers." Write to: Membership Services, TRANSPORT 2000 CANADA, Box 3000, Terminal A, Ottawa, K1N 8V3, Canada.

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100 DIFFERENT RAILROAD POSTCARDS, $7.95 postpaid. 10 different railroad cloth patches, $5.00 postpaid. Joseph Lajoie, 22 Stevens, Methuen, Mass. 01844.

CANADIAN RAIL SUPPORTERS are simply flabbergasted by the gall of policymakers who want to destroy Amtrak at the height of an energy crisis. Readers are urged to help prevent further rail erosion by sending a donation to NARP, 417 New Jersey Avenue, S.E., Washington D.C. 20003, U.S.A.

Aug 29-Sep 6: 1st class private car circle trip from Erie (PA) and Syracuse (NY) to Boston, New York and Washington and NRHS Convention, returning via Cincinnati and Chicago with open-platform office car LV 353 and sleeper Pend Oreille River. Per-person rates from $500 (upper) to $575 (compartment) include light breakfast and social hour daily, plus three luncheons and two dinners while running. Space (please indicate 1st and 2nd choice--upper, lower, duplex rte, dbr, stateroom, dbr-compt suite) will be reserved in order of postmark date, with $100 deposit. Lake Shore Black Diamond, P.O. Box 353, Syracuse, N.Y. 13201. 315-472-4293.

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TRANS-ACTION, a new quarterly (or better) illustrated Rail and Transit review, now available at low rate of $5 per year. In August, the rate rises to $10 per year, including membership in Transport 2000 Canada. Send your subscription to Box 300, Terminal A, Ottawa, Ont., K1N 8V3, Canada.

RTN ADVERTISING RATES: Express Ads $1 per line of 80 spaces. Display ads $1.25 per square inch. RAIL TRAVEL NEWS, Box 9007, Berkeley CA 94709.



## LETTERS (continued from page 2)

Mr. Boyd states that it is not Amtrak's role to determine national transportation policy. In the next breath he endorses the DOT proposal to reduce the route structure, which clearly constitutes a determination of such policy. And, in doing so he plays havoc with the morale of his employees from coast to coast with his regressive and contradictory policy. The controversial DOT Study was an aborted result of total confusion existing in Congress emanating from their extreme dissatisfaction with Amtrak in failing to carry out the policy established in the beginning. It was clearly prescribed as a corrective measure and intended as a zero-base study which it never was. The project fell into the wrong hands and became completely aberrated.

The transportation crisis is now at hand and the question arises: Do Adams and Boyd reverse their previous declarations and decide that it is everybody's role to establish and promote an aggressive transportation policy--or do they maintain their previous positions which would imply that they should step aside and make way for men who say they CAN do the job as would be expected in any other endeavor when a national crisis is imminent?

M. D. Monaghan, Director, NARP Region IX
Garland, Texas

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# BOOKS

How many cities that abandoned their streetcar systems now wish they had them back? In California's San Joaquin Valley, Fresno dismantled its Fresno Traction Co. rails in 1939 and made the changeover to buses. The lines had been running since 1902.

The full story of Fresno Traction is now available in a book just out from Interurbans (PO Box 6444, Glendale CA 91205). This fine 80-page 8½x11 softcover book, with 110 photos along with maps and diagrams was written by Edward Hamm, Jr., who grew up with the yellow and red trolleys. The book sells for $9.50 (plus 75¢ for mailing, and 6% tax to Californians).

Besides an extremely informative and readable history of the company, there are individual histories of each of the lines, and a roster of cars. There's even a chapter on the predecessor horse car lines that began operation in 1889. A highly recommended book.

## A NOTE ABOUT RTN'S PUBLICATION SCHEDULE

We are still on a twice-monthly publication schedule, altho we have not been able to maintain that schedule in recent months. We are still endeavoring to return to and maintain that regular schedule. In 1979 we began labelling each issue with the month of its appearance (July, for the present issue) regardless of the number of issues that appeared during a given month. For example, there were two issues dated March 1979. We feel that this system will avoid confusion and preclude the necessity of changing systems in the middle of a year.

We appreciate your tolerance and your concern.